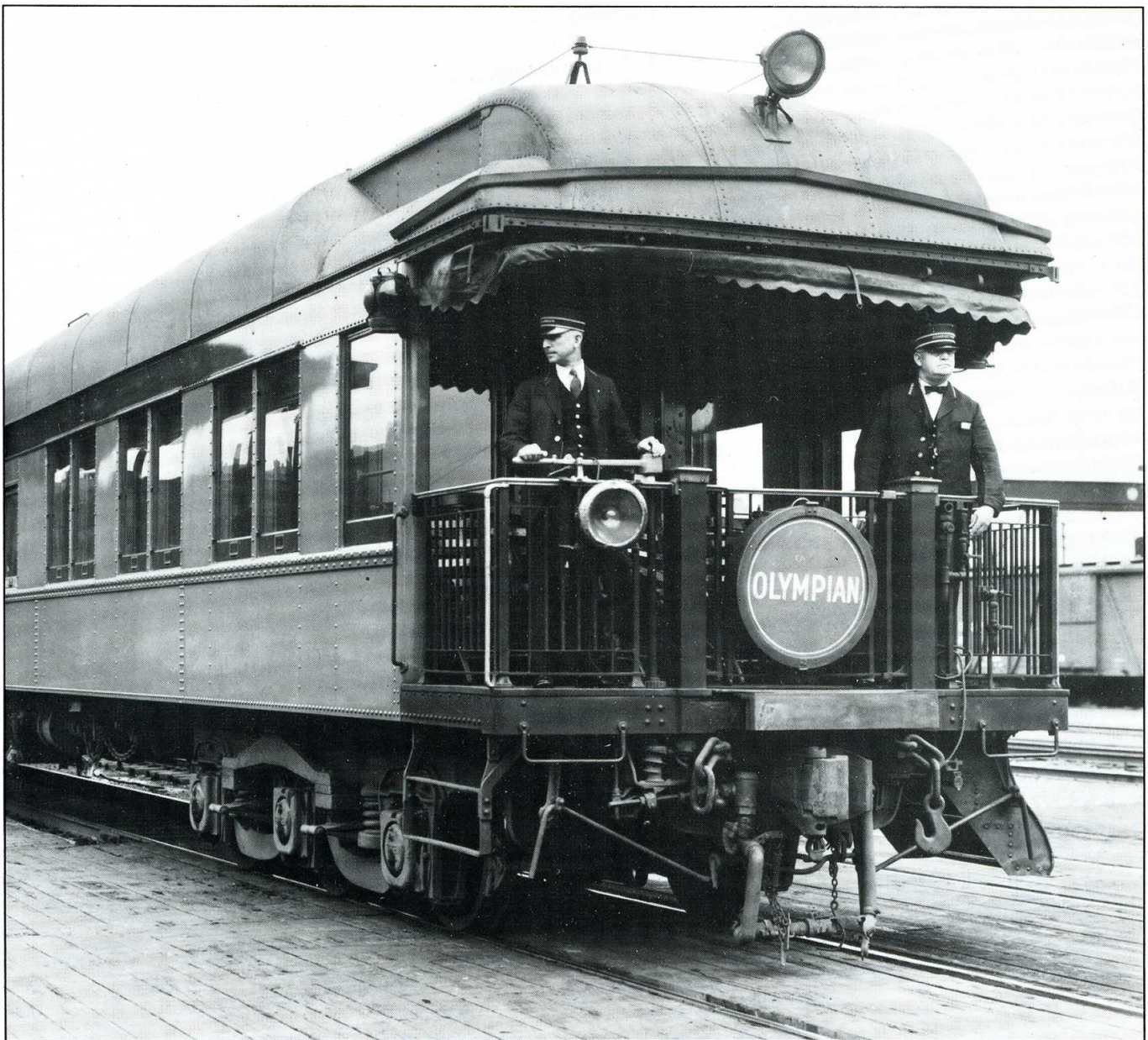
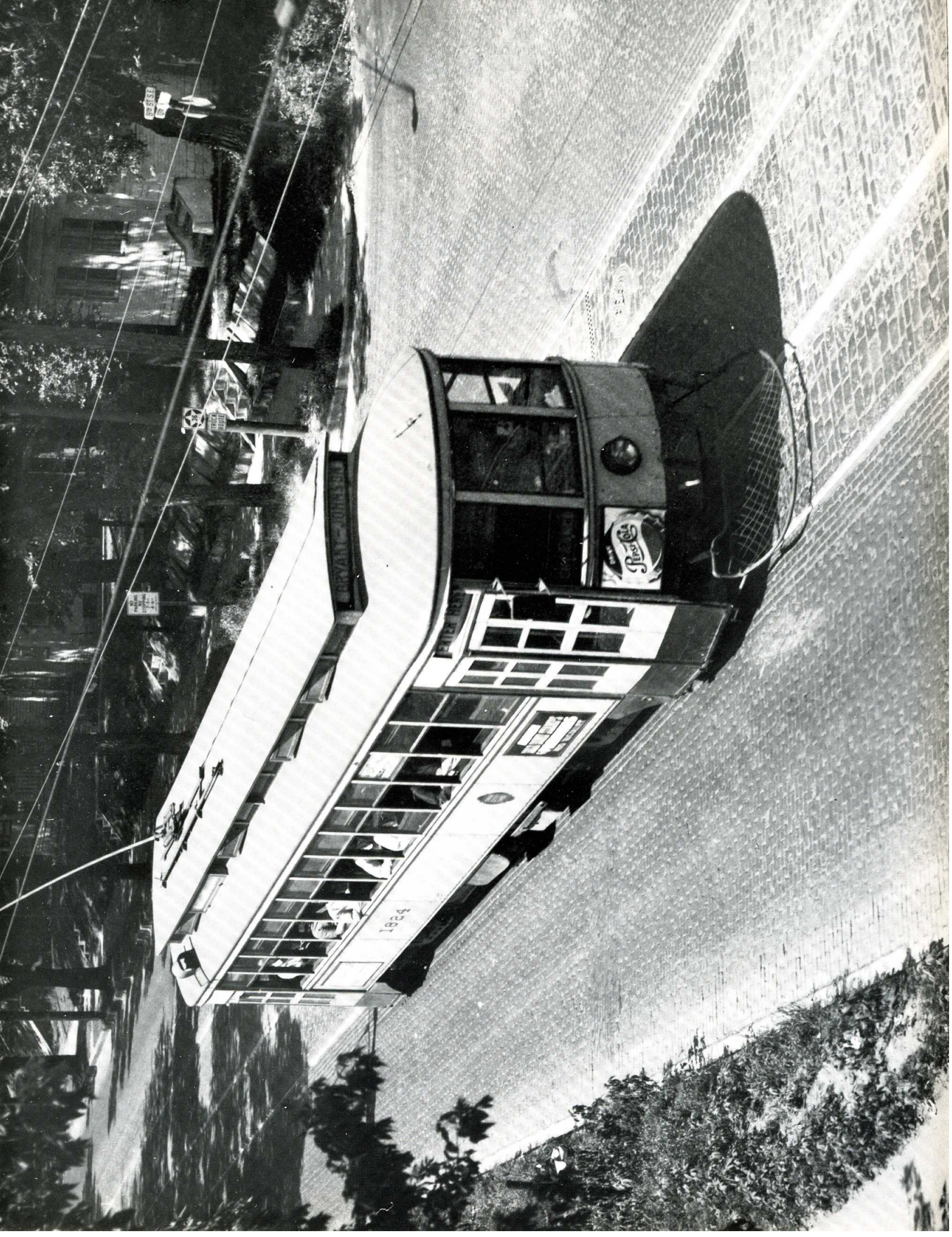


Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Fall 1990







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. Box 1796, Pioneer Station
St. Paul, MN 55101-0796

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CIRCULATION

The Minnegazette is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class mailing for an additional \$5 per year change.

SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

Public Information

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(612) 228-9412

MUSEUM OFFICERS

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Secretary	Jeff Haviland
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VP/Railroad	John Diers
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	Ross Hammond
	Wayne Olsen
	John Capell
	Bob Thompson

THANKS FOR YOUR GENEROSITY

To Con-Tek, Inc. for rebuilding the wheelchair lift for Stillwater.
To NSP for sealing plastic postcard packets for Como-Harriet.
To the Onan Family Foundation for its grant of \$2400.
To Ray Melzer for his gift of \$1000. At his request, it will be used to paint MTM's Westinghouse boxcab diesel.
To Ben Curry for his donation of \$500.
To Bob and Diane Bolles for their donation of \$600 to the Steamboat fund.
To Marvin Boote for his donation of \$500 to the Steamboat fund.
To Phil Settergren, for donating the paint for the Linden Hills depot.

TREASURE HUNT

Editor's note: This is a new regular feature, designed to find equipment and services the museum needs to complete its projects. Hopefully, our readers will find a way to get us what we need for free or at a discount.

MTM needs:

- A small tractor to replace the Ford that was stolen at Stillwater this summer.
- A laser printer for the Minnegazette editor.
- Wood and wood screws for the Minnehaha steamboat, including 5500 board feet of weather dried white oak, 5000 board feet of cyprus and 13,000 #12 4 inch screws.
- An automotive mechanic to go over MTM's various trucks, forklifts and compressors.
- A Macintosh computer for the new General Manager.

COLOR MINNEGAZETTE COVERS

Many people liked the color covers of the last two Minnegazettes and would like to see more. I think we'll be able to do at least one issue per year, starting next spring. The problem has been the expense. Color doubles the cost of an issue. Fortunately, member Hilmer Wagner has volunteered to do the separations. He is a retired photo technician. Our thanks to him. If you're interested in contributing a shot for any of the four inside or outside covers, please give me a call. I'd like to publish non-museum color pictures from before 1970. They should be photographically interesting (no roster shots please) and should be slides.

DEPARTMENT OF CORRECTIONS

Our apologies to Treasurer Doug Stevenson, who appeared as "Don" on the masthead.

A photo of the MRA excursion with the Milwaukee 4-4-0 took place in 1950, not 1948. Also, one photo is captioned as being in Hutchinson, when it was actually Cologne.

NEW MEMBERSHIP DIRECTORY

The new membership directory was delivered with this issue of the Minnegazette. Thanks to Hudson Leighton and Bill Cordes for putting it together.

Front Cover - The Editor's dictionary defines "Olympian" as "like the gods of Olympus; grand; imposing." The train lives up to its name in this 1930's view taken at the Milwaukee Depot in Minneapolis. The Conductor, standing at right on the platform of the observation car City of Aberdeen, prepares to continue the journey through the world of mere mortals. Minneapolis Public Library collection.

Inside Front Cover - The passengers are enjoying the breeze on July 11, 1953, as they ride car #1824 northbound on Johnson Street at 9th Avenue SE. Robert A. Sele, the photographer, is standing on the Great Northern overpass. I35W has replaced everything in sight.

MEMBERSHIP MEETING NOTICE

The Annual Meeting will be held on Tuesday, October 30 at 7:30 PM at the St. Anthony Park branch of the St. Paul Public Library. It is located at Como and Carter, east of Hwy. 290.

PRESIDENT'S MESSAGE

The Board has decided to hire a full time, paid General Manager. We hope to have the person on board by the new year. In this column I want to tell you why we made the decision and how it will change the museum.

The museum has grown dramatically over the last few years. We have added the Jackson Street Roundhouse, the Stillwater & St. Paul and the Steamboat Division. We have built three buildings, and are close to adding two more, plus the Rutledge depot. In the last five years we have added 29 pieces of rail equipment to the collection, plus four truck trailers and other miscellaneous items.

Despite having a record number of volunteers, the work to be done has outstripped what they can do. Gradually MTM has begun to pay for certain services. We now farm out trackwork, diesel repairs, Jackson Street building management, Stillwater ticket selling and charter coordination, accounting, and Minnegazette layout work. Now it's time to take the big step of paying for professional management.

During my two and a half years in office I've learned the limits of volunteer management. On top of my regular full time job I put in about 10 hours a week on MTM administrative matters. The Vice Presidents do the same. That's about all the time we can spare and still have a life. Within that amount of time you can do basic organization, policy making, and public relations, but it's not a thorough job and there are always loose ends. You can hold occasional meetings with the Superintendents and Foremen to plan activities and discuss operational problems, but there's never enough time to communicate properly and train people thoroughly. There always seems to be loose ends.

After a while you discover that essential activities like volunteer recruitment and fund raising just don't get done, or require a really exhausting effort which you don't

want to repeat for a long time. Then come the unexpected tasks, like pressing the insurance claim against the drunk driver who hit Barry Karlberg's caboose. Or attending a dozen night meetings to negotiate an operating agreement with Stillwater Township when residents tried to shut us down. Or meeting repeatedly with the lawyers to solve the pollution problems at Jackson Street.

Excuse me if the above sounds like whining. It isn't meant to. I'm merely pointing out that we've exceeded the capabilities of volunteer management, so we're gonna hire a pro. The Board will confine itself to policy matters, budget approval, and hiring or firing the General Manager.

Here's what will change. All of MTM's employees and contractors will report to the General Manager. So will all the volunteers. I stress that because it may take some adjustment and everyone must know it going in. The GM will be in charge of all volunteer activities. Does this mean there will be big changes in what volunteers are allowed to do? The answer is no, except that activities should be better organized and more focused. The GM should stimulate volunteer activity. One of the job's primary duties will be the recruitment and organization of volunteers. There should be fewer of the loose ends that tend to discourage volunteers.

So what kind of person are we looking for? In writing the job description, it sometimes seemed that Superman would need more experience to qualify. In the end, however, we're looking for administrative and organizational skills, the ability to communicate well, and a proven track record. Also, it would be nice for the person to know about trains and love historic preservation.

The pay range will start at \$25,000, with the final salary and benefits subject to negotiation. Applicants should expect to work when the volunteers do.

We are advertising nationally for candidates, but consider this as your invitation to apply. Send your resume to me.

BOARD OF DIRECTORS

JUNE 1990

Approved major bylaw changes:

1. Allow for the hiring of a paid General Manager.
2. Eliminate the election of Directors to specific offices. Instead, Directors are elected at large and choose officers from among themselves.
3. Board terms are now two years, overlapping.
4. Elected Directors will appoint up to four additional At-Large Directors.
5. Additional non-voting Honorary Directors may also be appointed.
6. Terms of office will begin November 1, necessitating elections in October.
7. The Nominating Committee no longer recommends a slate of candidates, and has been renamed the Elections Committee.
8. The number of membership meetings per year is reduced from five to four.

JULY 1990

Appointed a committee to draft a job description for a General Manager.

AUGUST 1990

Reviewed a draft General Manager job description and authorized a final draft. Authorized the preparation of help wanted ads in appropriate publications.

NEW RAIL BOOK

This summer saw the publication of Valley Rails: A History of Railroads in the St. Croix Valley, by Dean R. Thilgen. The soft cover book is 122 pages, with eight photos and a number of maps. The author has dug through numerous historical records and old newspaper files to tell the story of railroad building in the valley. Many interesting facts come to light. For example, the Stillwater & St. Paul's

depot was originally near Dutchtown, because of difficulty acquiring right of way into downtown. The line up the Browns Creek ravine passed over a couple of trestles that have since been filled in.

Thilgen, who laid out and printed the book himself, has a second volume planned for next year. If you want a copy, the book is available at the Stillwater ticket trailer for \$8.95. Profits on books purchased there go to MTM.

OBITUARIES

Editor's note: We regret that this obituary was not included in the last issue.

Paul W. Rhodes, a member for several years, died Nov. 22, 1989 at the age of 87. He had a life-long love for trains. He was also a model railroader in all gauges from standard to N-scale and for many years was known as the "train man" at Gager's Handicraft on Nicollet Mall. At his advanced age, he was unable to participate in many MTM activities, but when he operated steam locomotive #328 on Member's Day several years ago, he called it one of his biggest thrills. He is the father of member and former Minnegazette Editor **Fred Rhodes**.

Norman C. Keyes died on April 26, 1990. An MTM member, Norm was very active in the Great Northern Railway Historical Society. He was GNRHS Vice President for Technical Services for many years, and edited the GNRHS Goat for the last four years. He was instrumental in the recent acquisition of the St. Paul & Pacific coach now stored at Jackson Street.

MTM ex-TCRT Mack bus #630 at the Linden Hills festival in May 1990. Note the original destination sign, a new addition this year. Art Nettis photo.

JACKSON STREET UPDATE

Continued work on the grounds and buildings at Jackson Street remains stalled, waiting for the analysis of soil contamination to be completed. This is holding up the placement of the Rutledge depot on its foundation, and the erecting of the second half of the Lester building. In the meantime, the effort continues to rid the grounds of junk and scrap metal. Over \$2000 has been earned in scrap sales this year. Clean up efforts will continue throughout the winter. Contact **Steve Sandberg** to help.

TRACTION REPORT

-Louis Hoffman

Seventy mile per hour straight line winds in the early morning of Sunday, July 8 knocked a tree onto the trolley wire just north of the William Berry Rd. bridge. It pushed the wire off center and depressed it to within about three feet of the ground. Three cross arms were damaged, two severely. Electric power was restored at about 1 PM. The line was cleared and the wire fixed by 4:45 PM, no small task since the tower car was stranded behind scaffolding erected by city crews who are rebuilding the

Linden Hills Blvd. bridge. The wire crew worked from ladders and the roof of car #265. Streetcar service resumed at 5:45 PM after the second shift crew was reassembled. More than 500 passengers were carried during the remainder of the day. Credit for this gallant effort goes to **George Isaacs, Loren Martin, Karl Jones, Roy Harvey, Bill Graham, Mike Buck** and **Al Jensen**.

CHSL expanded service to begin at 1 PM on Saturdays, starting Aug. 4., instead of the traditional 3:30 PM start. This is possible because of the 15 new operators who have been trained this year. Much credit goes to Superintendent of Safety and Training **Karl Jones**, along with his dedicated crew of trainers.

Karl has done a yeoman's job this year. He also trained everyone in the use of the new ADT security and fire alarm system, and oversaw the installation of a new automatic sprinkling system for the garden. He and his family, **Mary** and **Bonnie Jones** plant and maintain the garden. TCRT PCCs #322 and 416, formerly Cleveland and Newark #3 and 27, were delivered safely to the Jackson Street Roundhouse on August 1. Both will remain there until indoor space becomes available at Lake Harriet. En route they stopped at their old home, now MTC's Snelling



Garage, for a brief media event. It appeared on Channels 4 and 5, as well as in the Star-Tribune. Thanks to **George Isaacs**, **John Diers**, **John Capell** and the MTC for bringing them home. Also, thanks to **Mary Cosgrove** for arranging the media coverage.

Work continues on the Linden Hills depot. The interior is nearing completion, except for the ticket counter and display cabinets, according to Depot Committee Chair **Norm Podas**. **Bob Dumas** has done much of this work. Exterior painting has also begun, and should be complete by the time you read this. The finishing work will continue during the winter.

Streetcar #78 made its first test run on August 21, and passed with flying colors, according to **George Isaacs**. **Mike Buck** recorded the event on video. It also ran on Sept. 6 for the CHSL Superintendents meeting.

Naturally it attracted the public, so two round trips were made, the first with non-members aboard.

The car is faster than #1300 in the 5th notch. In fact, it's necessary to slow down its jackrabbit starts in the first notch, because standees tend to fall over. A resistor is being added to the motor circuit to slow it down. #78 rides a bit stiffly, and there are plans to lighten the springing. No matter how soft it gets, a single trucker will always nose and buck. The Belgian power truck is more than a foot longer than the original, so by definition it's more stable. More testing will take place during the fall, along with the training of operators. It's unclear when the car will begin running in regular service.

For the second year, free passes have been donated to the St. Joseph's Home for Children's "Festival of Adventure" event. This year, 50 passes were donated. The home, located in south Minneapolis, provides residential,

treatment and emergency shelter services for about 300 children each year.

STEAMBOAT UPDATE

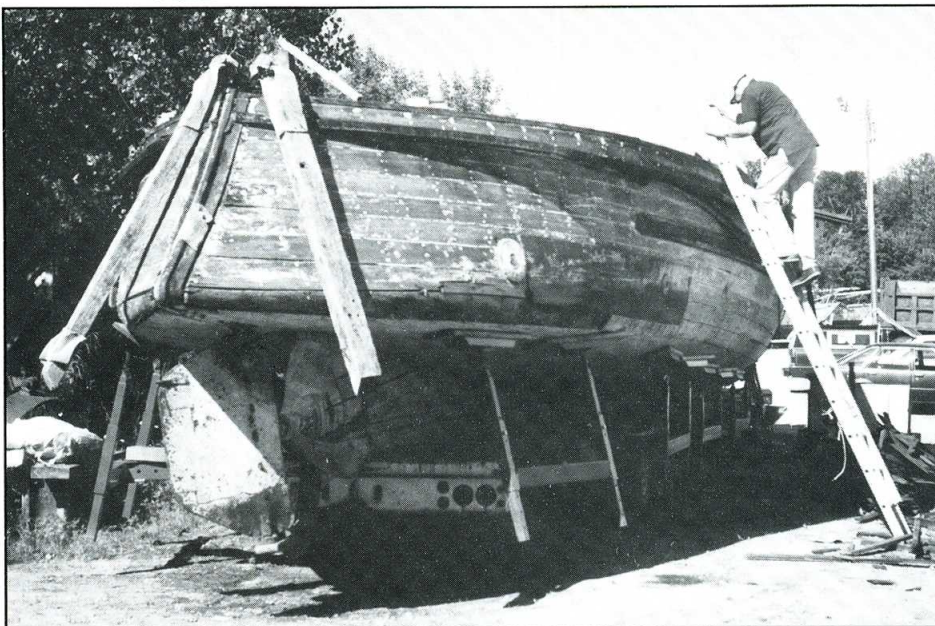
The Minnehaha moved into her new building on August 1. It is located on George Street, just off County Road 19 on the west side of Excelsior. The property is leased from the Hennepin County Regional Railroad Authority and is the former right of way of the Minneapolis & St. Louis.

Work sessions are now held every Saturday morning starting at 8:30 AM. Crews have concentrated on cleaning out debris and straightening the hull. Having sat on the ground for several years, the hull had sagged and the keel had warped. Both have been fixed. Naturally, there's still plenty left to do. Call **Leo Meloche** at 470-1770 if you want to get involved.

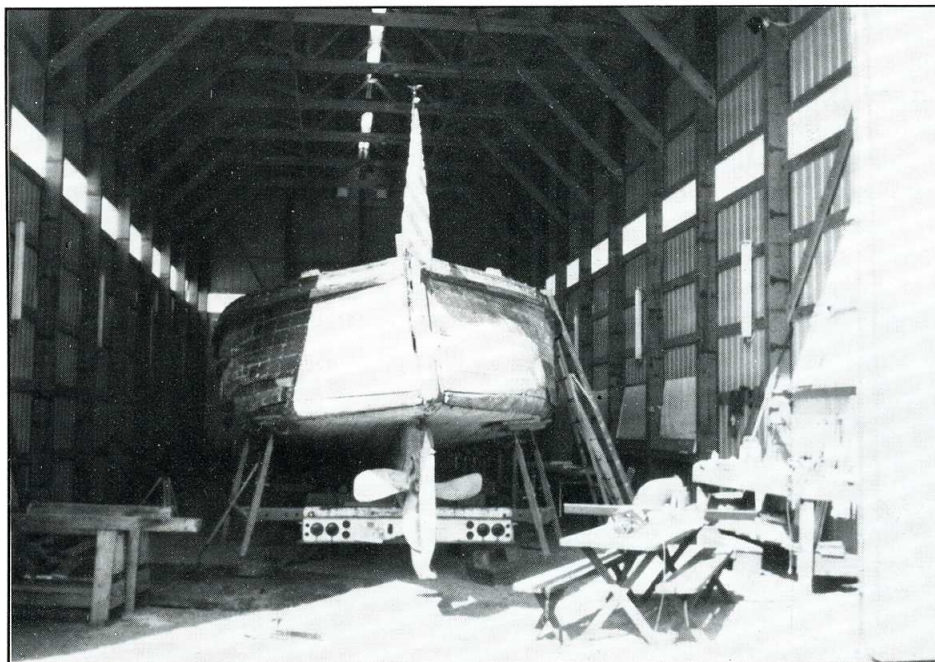
78 on its first test run on Aug. 21. Note that the boarding ties won't line up with the shorter carbody. **George Isaacs** photo.



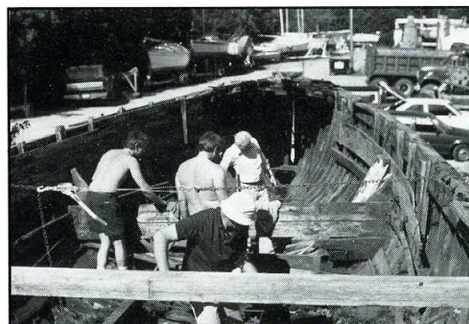
Right: The Minnehaha rests on its special trailer/cradle, designed to support the hull and prevent further sag and distortion. When this photo was taken in June, the boat was still at the Minnetonka Dredge Co. Aaron Isaacs photo.



Right: The Minnehaha in its new building. Walt Strobel photo.



Right: The Minnehaha crew hard at work on the initial cleanup of the boat. They turned up an 1890 dime, plus part of the side doors and various bits of hardware. Regular work sessions are now held every Saturday morning, 8:30 - noon. Aaron Isaacs photo.



Detail of the trailer showing the supports. Aaron Isaacs photo.



SDL39 #582 leads the NRHS Osceola trip on the Wisconsin Central. Behind the caboose (which housed a generator) are ex-BN coaches #A13 and #A14 from the Lake Superior museum, ex-NP coach Minnesota II from the DM&IR, and MTM's #1097, #1213 and #A11. Art Nettis photo.

RAILROAD UPDATE

-John Diers

Despite a couple of slow weekends due to bad weather, Stillwater ridership continues to run ahead of 1989. As of Labor Day, we had carried 13,748 this year, compared to 11,133 for the same period in 1989. In addition, there have been a number of charters, mostly for school and non-profit groups. Tuesday has become the regular day for charters, which are coordinated by Casey Johnson and Tony Becker. The ticket trailer has finally received

its electrical hookup. This replaced the need to use a gasoline generator or batteries to run the lights and cash register. Thanks to **Ross Hammond** for coordinating with NSP. An air conditioner was purchased for the comfort of the ticket agents.

Con-Tek has rebuilt the wheelchair lift, and it may be in service by the time you read this. **John Dillery** has built new stepboxes.

The Summit to Neal Avenue track project has been completed, eliminating the half mile slow order. Over 600 ties were replaced, and 20 tons of ballast spread. The work was performed by **Railroad Specialties**.

Someone collided with one of the crossing signals at Manning Avenue, requiring extensive repairs.

A VIP trip operated Aug 14 behind #328. MTM invited all the local politicians, railroad executives, members of the historic preservation community, and the Stillwater Chamber of Commerce. About 60 people rode, and everyone appeared to have a good time. MTM is trying hard to build up its image and win influential friends. The VIP trip may become an annual event. The cost of the trip was partially defrayed by sharing it with a charter group from the Women's Transportation Seminar. The City of Stillwater has begun cleaning up the trash dump near the tracks in the Browns Creek ravine.

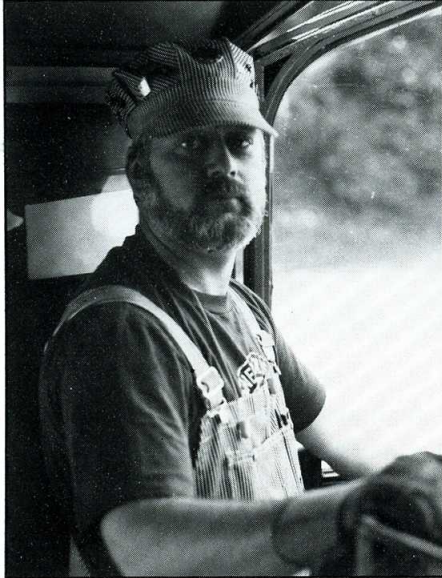


A natty looking DuWane Shogren was the conductor on Soo Line's Highland Music Festival special. He's standing in front of Canadian Pacific's classic heavy weight business car Strathcona, which was sent down for the trip. Art Nettis photo.



What's wrong with this picture? How about a wood caboose with an electric rear end device instead of marker lamps. This is Barry Karlberg's car traveling from Stevens Point, WI to Duluth Junction via a Wisconsin Central freight. Barry and DuWane Shogren are on the platform. Nick Modders photo.

Over the years it has filled up with old appliances, tires, and even automobiles. According to Mayor **Wally Abrahamson**, the work is being done by city crews, assisted by convicts from Stillwater State Prison. The job is so large it will not be completed until at least next year. The Federal Railroad Administration



Dick Fish in the cab of #102 at Stillwater. Art Nettis photo.

(FRA) has begun to actively regulate the Stillwater railroad. This is not a surprise. The FRA has always had the authority, but has not used it. Actually, this is a case of regulation lagging behind the explosive growth of the tourist railroad industry, which really didn't exist a couple of decades ago. There are now about 900 miles of track in the hands of non-common carrier tourist lines and

The WC-NRHS excursion lays over in Owen, WI on June 16, 1990. Much of the town turned out to welcome the train. Aaron Isaacs photo.



The VIP Special is backing down for a runby at Oak Glen. Art Nettis photo.

museums, plus hundreds more miles run by common carriers who host tourist railroads. It was only a matter of time before the FRA became actively involved. Indeed, the Tourist Railway Assn. has favored regulation, in order to prevent accidents that might threaten the whole industry.

Regulation arrived quicker in MTM's case because of complaints brought by residents living along the line. They have gone to Washington County alleging that the railroad is subject to, and in violation of, local zoning ordinances. They also complained to the FRA that we were operating improperly. The FRA has sent out its inspectors. This is fine with MTM, since we feel that federal authority over the line should invalidate any claims of local control.

While this offers MTM protection, it also means that FRA regulations must be strictly followed. Their inspectors have uncovered a number of defects

involving both track and equipment which are being corrected.

The FRA is planning to hold at least one orientation session for Board members, Superintendents and Foremen after the operating season ends. We will work out a schedule for bringing the railroad into compliance and ensuring that it stays



Aboard the VIP Special. Casey Johnson and Louis Hoffman are inside the A-11, where the Gasthaus set up its buffet table. Art Nettis photo.



there. In the meantime, members are urged to cooperate with the FRA in any way possible. It is official MTM policy that we have nothing to hide and will assist them in their inspections. However, only designated MTM officials will be allowed to handle communications with the FRA. We don't want any misunderstandings. In the end, our operation will be safer and more professional.

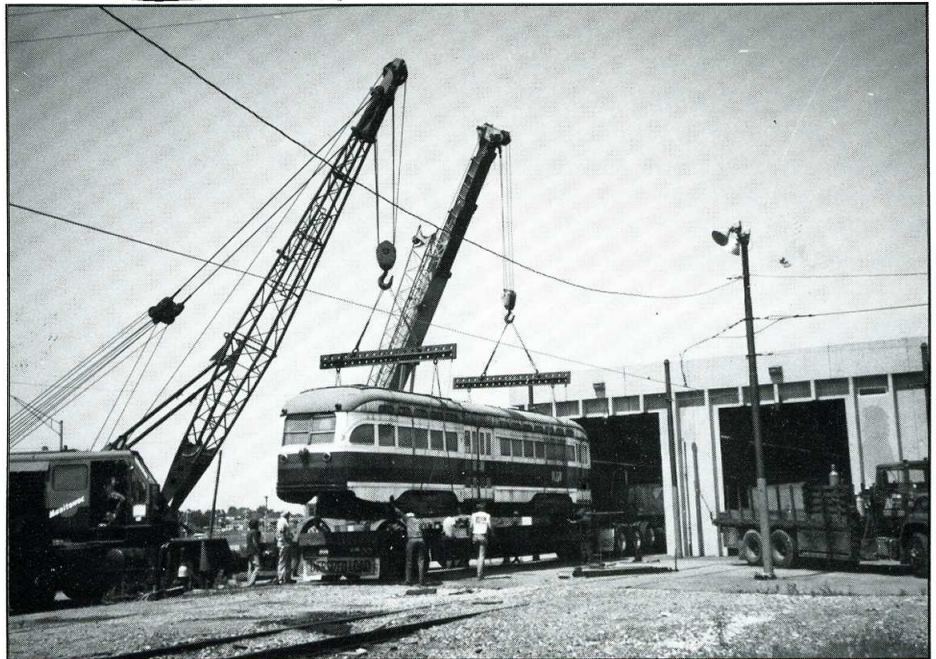
PCC CARS ARRIVE AT LAST

After a number of last minute fits and starts, MTM's two PCC cars arrived on August 1. The successful arrival followed a trip to Cleveland by **George Isaacs** and **John Diers**. They completed the transfer of money and paperwork, removed the trolley poles and bases, and met with the movers and riggers to go over the details.

The move was performed by Northern Ohio Transit, using two flatbed trucks. The drivers reported that everything went routinely until they hit the first weigh station in Minnesota. There they were kept for 45 minutes while the state asked them for ..."every scrap of paper we had". Finally satisfied that the loads were legal, the trucks were allowed to leave.

The delay caused some nervousness among the members waiting anxiously at MTC's Snelling bus garage. The media had been alerted to show up at 9:30 AM. The trucks rolled in at 9:15. Thanks go to **Mary Cosgrove**, former MTC marketing manager. Now employed by an ad agency, she arranged the event for free. Channels 4 and 5 showed up, along with the Star-Tribune. There was excellent coverage on the news

George Isaacs, John Diers and Norm Podas at MTC's Snelling Garage, where the cars were displayed for members and the media. **Loren Martin** photo.



The PCC's are loaded onto flatbed trucks in Cleveland. **George Isaacs** photo.

that night. Coincidentally, the streetcar boat Minnehaha was rolled into its building the same day. Both stations covered the two events. Channel 4 interviewed MTC Transit Supervisor **Bob Uzpen**, one of three remaining MTC employees from streetcar days. Bob used to drive PCC's on University Ave. The next day he became the museum's newest member. Welcome, Bob.

The PR done, the cars paraded down University Ave. to their new home, Jackson Street Roundhouse. They

were unloaded onto the "main line" track. For now car #3 (#322), the better of the two, will sit inside the building, while #27 (#416) remains outside.

After sitting outside for eight years, the cars are in rough shape. They will need new roofs and floors, plus quite a bit of sheet metal repair. The lexan windows will all have to be replaced with glass. On a positive note, they are almost completely original inside.

It has not yet been decided



MORE ON THE ST. P & P COACH

The last issue of the Minnegazette contained incomplete and erroneous information on the recently delivered St. Paul & Pacific coach. Thanks to **Helen Keyes** and the **Great Northern Railway Historical Society** for setting us straight.

It was built by **Barney & Smith** sometime in the early 1870's, but the exact year is unknown. Originally #8, it became #25 in 1900, and #3011 in 1907. In 1908 it was rebuilt into a combine and renumbered #2146, and finally became #506 in 1927. It was retired in October 1946. That it survived at all is due to an extraordinary individual, **Charles Bovey** of Great Falls, MT. An avid historian and preservationist, Bovey intervened to save the entire mining town of Virginia City, MT. Built to serve a gold rush in 1863, the town had almost died by 1944, when Bovey first visited it. The buildings are the oldest in the state. Many were simply padlocked and abandoned by their owners, with all the furnishings in tact. Bovey salvaged over 50 historic structures from all over Montana, and gathered them together as Nevada City, a few miles from Virginia City. Referred to as the "Williamsburg of the West", the preserved towns have become the third most popular attraction in state. Bovey died in 1978. His wife Sue carried on until her death in 1989. The last issue of the Minnegazette erroneously reported that the Boveys left no heirs. The Boveys had a son, **Ford**, who lives in Arizona. He decided to dispose of the collection. The fate of the towns is currently very much in doubt. However, powerful preservation advocates including the National Park Service are determined not to let the opportunity slip away.

Coach #8 was stored outdoors on the Bovey ranch. **Norm and Helen Keyes** first saw it in 1975. Once they realized it was the second oldest GN artifact, after the locomotive **William Crooks**, they decided to try to save it. **Ford Bovey** donated the car to the **Great Northern Railway Historical Society**, who moved it to Jackson Street.

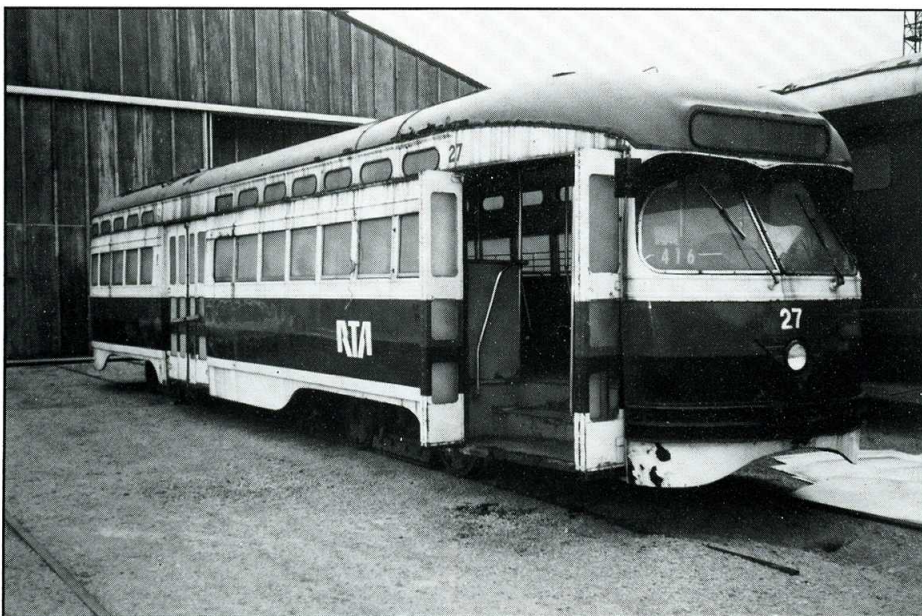


The banner reads, "WELCOME HOME PCC, YESTERDAY'S LRT". After stopping at their old home base of Snelling Station, the cars paraded down University Avenue, where both saw service. **Loren Martin** photo.

whether or not to restore both cars at once. Nor is it clear who will oversee the work.

So far no pictures of either car in service have turned up. If you have a shot, please contact the Editor. **Russ Olson** passes along the following information. Each of TCRT's three orders of PCC's cost more than the last one. #300-339 in 1946 cost \$20,539. #340-389 in 1947 cost \$21,547. #390-439 in 1949 cost

\$28, 865. That's 13% inflation per year. TCRT sold the cars to New Jersey Public Service in 1953 for \$10,000 a piece. Yet in 1978, cars #3 and #27 were purchased by Cleveland for \$50,000 each. Now in 1990, MTM got them for \$500 apiece. **Russ** also reports that #322 was placed in service January 2, 1947. It was based at Snelling and ran on the Minneapolis-St. Paul line. Car #416 was placed in service on June 14, 1949, and worked the Hamline-Cherokee line out of Snelling.

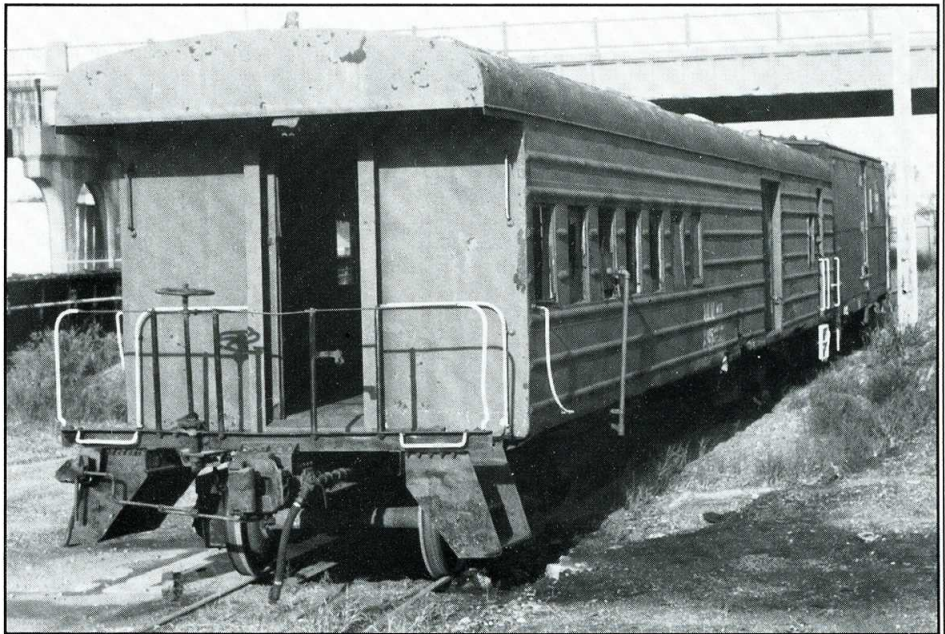


#27/416 on MTM rails at last, at Jackson Street. **George Isaacs** photo.

MILWAUKEE ROAD COMBINE ARRIVES

MTM open platform steel combine was delivered to Jackson Street by rail in July. The Editor's face is slightly red, because the pictures in the last Minnegazette showed the wrong series of car. There were two groups of straight combines produced in 1934 and 1938. Half had smooth sides and half had ribbed sides, emulating the current Hiawatha design. They were numbered 2700-2717. MTM's car is part of a group of RPO combines (triple combines-doesn't that sound familiar?) that were built only in 1938. There were ten cars, numbered 2750-2759. MTM's car currently carries the maintenance of way number 405.

A distinguishing feature of the group is that they have only a single open platform, on the coach end. It seated 24 passengers, as did all the combines. Even though it rolled here on its own wheels, #405 needs a lot of work. The interior is stripped. The original bulkheads separating the compartments are gone. The windows must be completely replaced, along with all interior furnishings. It needs new wheels. It has a sideswipe gouge on



Milwaukee Road combine #405 at Jackson Street. Aaron Isaacs photo.

the right hand side, and in general will need some new sheet metal. Nonetheless, we got it for the scrap value of \$2500, and that included a free move from Chicago.

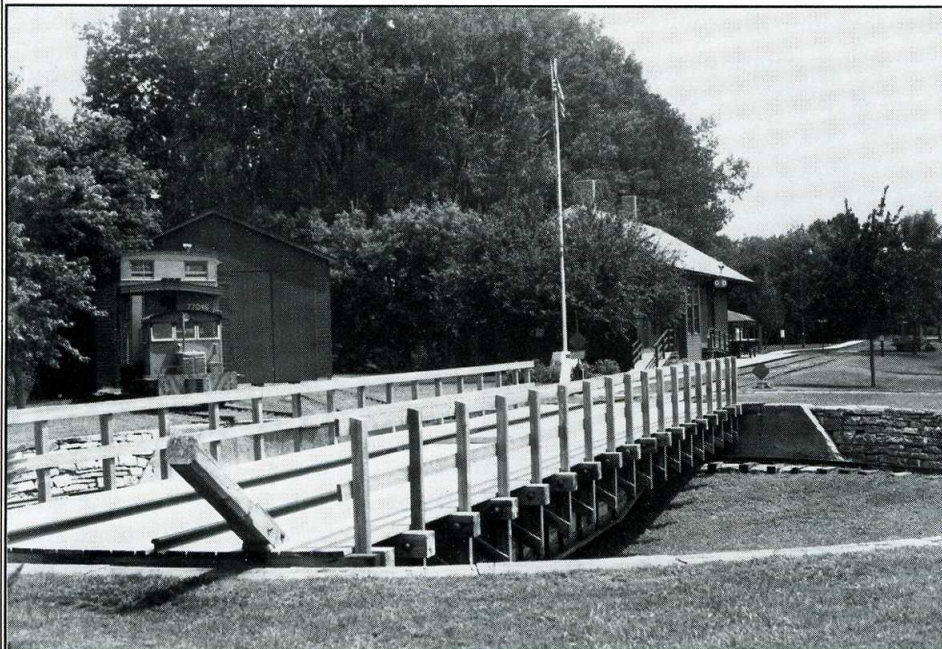
END-O-LINE MUSEUM

There's a small, unremarked and very fine railroad museum in the town of Currie, in southwestern Minnesota. The End-O-Line Rail Park and

Museum started as a community 4H project, developed into a bicentennial effort, and is now partially supported by the county. When the project started in 1972, Currie was still at the end of an active branch line of the C&NW. Originally the Des Moines Valley Railway, it was constructed in 1899-1900 and was immediately acquired by the Chicago St. Paul Minneapolis & Omaha. The Omaha Road came under Chicago & North Western control in 1904.

The town had a two-stall engine house with an armstrong turntable. When the museum project started, the engine house was long gone, but the turntable was intact, although seldom used for turning diesels. The Poco-a-Poco 4H club decided to fix it up.

Louise Gervais runs the Currie Museum. Aaron Isaacs photo.



The Currie End-O-Line Museum. Aaron Isaacs photo



The Currie depot was also still in existence, although quite run down. The museum acquired it and moved it across the road to a spot near the turntable. It has since been beautifully restored and painted the traditional boxcar red.

Next came a replica of the engine house in its original location. It was constructed largely from old barn and house wood.

A small water tank was located on a nearby farm. It was originally located on the C&NW at Walnut Grove. It was rebuilt and looks great near the depot.

The latest building is quite unique. It was built by the C&NW as a section foreman's house and stood near the tracks in Comfrey. The last section foreman's widow lived in it until about 1980. It was acquired on moved by a local group, and only recently was transported to Currie, where it awaits restoration.

The cluster of buildings along with the turntable does a surprisingly good job of evoking the feel of a branch line terminal. The line was abandoned in 1979. About a quarter mile of track remains in place.

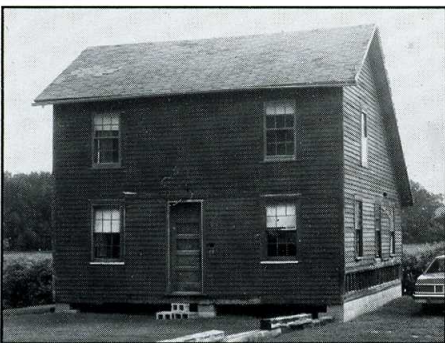
What makes the museum special, besides the buildings, is the thorough job of interpreting local railroad history. With the help of local railroaders, active and retired, they've collected most of the paraphernalia and equipment that an active terminal would have. Inside the engine house is a complete set of track



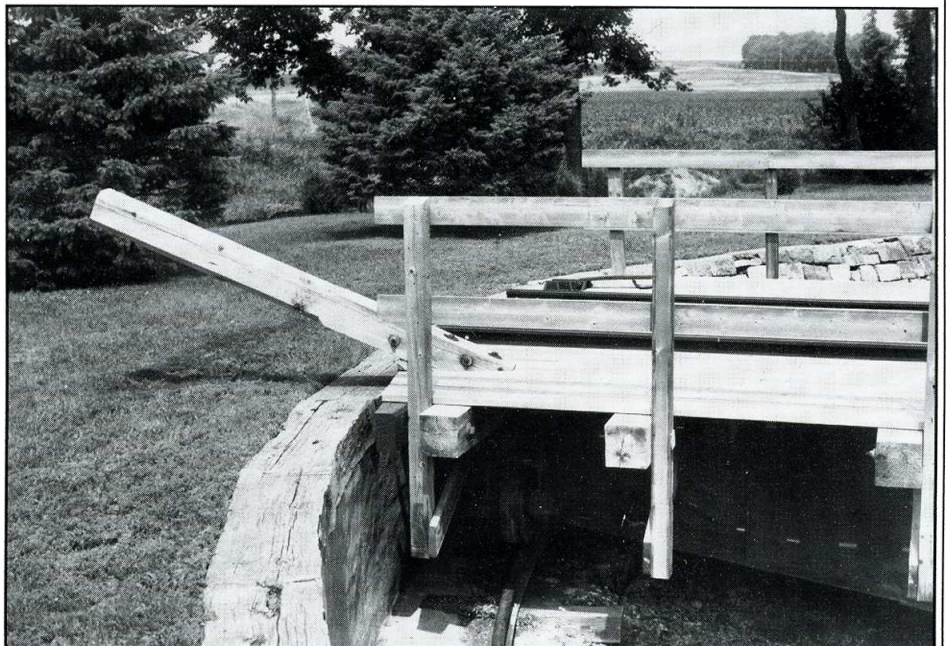
All that's missing is an R-1 ten wheeler chuffing slowly into town. The museum has recreated the feel of a small town depot. Aaron Isaacs photo.

tools, all labeled and explained. There are examples of telegraphs, and all the trackside signage one would encounter. A Fairmont speeder sits properly on small rails at right angles to the track. Inside one end of the depot is an HO scale model railroad that accurately depicts Currie as it was. Its room is air conditioned (!) to prevent malfunctions. Trains are operated slowly at scale speed. There is a synchronized

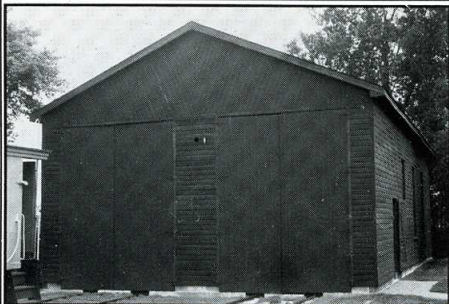
steam sound track that even whistles for the model grade crossings. Originally a purely volunteer effort, it now receives about \$6000 a year from Murray County. Most of the money goes to pay part time Curator Louise Gervais and her assistant, Dorothy Ruppert. Louise started as a volunteer in 1975 and only started receiving compensation in 1986. She gets paid only in the summer, but



This is a section foreman's house from Comfrey, MN. It was built and maintained by the C&NW and recently moved to Currie. Aaron Isaacs photo.



Detail of the armstrong turntable. Note the limestone pit wall. Aaron Isaacs photo.



Despite its convincing appearance, the engine house is a replica. Aaron Isaacs photo.

spends time at the museum year round.

There are two pieces of operable rolling stock, including a Grand Trunk Western wood caboose and a small gas mechanical locomotive from Alabama. Louise realizes that they aren't prototypical, but they're certainly better than nothing at all. She very much wants to acquire a steam locomotive, and entered an unsuccessful bid for Soo Line 0-6-0 #346 which was sold recently in Rochester. If any members have a line on a locomotive, please let her know.

If you want to visit End-O-Line Park, it's open daily 9AM-5PM from Memorial Day to Labor Day.

PRESERVATION IN SOUTHWEST MINNESOTA

Even as rail fans deplore the loss of so much of the rail infrastructure, the preservation movement has kicked into high gear. A surprising amount is being saved. Depots and other structures clearly mean a lot to their communities and efforts to save them are everywhere.

Typical is the southwestern part of the state. Your Editor has in-laws there, and a recent visit turned up a lot. Besides the End-O-Line Park in Currie, there are preserved depots in Belview, Westbrook, Fulda, Walnut Grove, Lucan, Pipestone and Sleepy Eye. In every case there has been a concerted restoration effort by a historically minded community group.

The Belview Depot Museum occupies the former M& St L depot. The track is still used by the Minnesota Valley RR. It is open on Old Sod Day (second Saturday in September) and by appointment. For information call Joanne Aamoth, President, (507) 938-4367.

The Westbrook Heritage House is located in the former Omaha depot, two towns east of Currie on the same abandoned branch. It is open irregularly. For information call Joan Bakker, (507) 274-6373.

The Fulda Depot was built in 1878 by the Southern Minnesota, which was acquired shortly thereafter by the Milwaukee Road. On the long branch line from Austin to Wessington Springs, SD, the station was served by mixed trains into the sixties, featuring open platform steel combines of the sort recently acquired by MTM. The depot has two stories, with agent's quarters upstairs. For information call Fulda City Hall, (507) 425-2504.

The Laura Ingalls Wilder Museum in Walnut Grove is actually the ex-C&NW depot from neighboring Revere. It is located a short distance from what is now the Dakota

Minnesota & Eastern. Hours are June through September 10 AM-7 PM; April, May and October 10-5. For information call Shirley Knakmuhs, Curator, (507) 859-2155.

The railroad came to Lucan rather late, in 1902. The line from Marshall to Wabasso was pulled up in 1979. The small wood depot had remained open until 1968. Guy Dickerson retired with the depot, having served there as agent since 1908. The American Legion Auxiliary formed the Lucan Historical Society in 1976. They moved the depot a short distance and restored it. For information, call Irma Norcutt, (507) 747-2535.

Pipestone was quite a railroad center in its day, served by the North Western, Milwaukee Road, Great Northern and the Rock Island. The Rock predecessor, Burlington Cedar Rapids & Northern, arrived in 1884. Abandonment came in 1970. The brick and stone structure was acquired by Historic Pipestone, Inc., and is being restored in cooperation with the Pipestone County Historical Society. For information call the Society at (507) 825-2563.

There are actually two depots in



Just east of the present Sleepy Eye depot, this appears to be the original station of the Winona & St. Peter, built in 1872. The architectural details are identical to the original New Ulm depot on the same railroad. Aaron Isaacs photo.



Left: The Sleepy Eye Historical Society has restored the ex-C&NW depot. The railroad itself is prosperous thanks to new owner Dakota Minnesota & Eastern. Aaron Isaacs photo.

Sleepy Eye. The original wooden Winona & St. Peter structure built in 1872 still stands, used as an office by a local business. Half a block west is the newer brick replacement that once hosted the Dakota 400. It was recently restored by the Sleepy Eye Historical Society.

Also worth a look is the **Wheels Across the Prairie Museum** in the former C&NW division point of Tracy. Located next to an active remnant of the abandoned Tracy-Watertown, SD branch, it will soon display ex-Soo Line, ex-Koppers Coke 0-6-0 #346. The engine had spent quite a few years as part of



Walnut Grove's Laura Ingalls Wilder Museum is the former C&NW depot from Revere, the next town east. Aaron Isaacs photo.

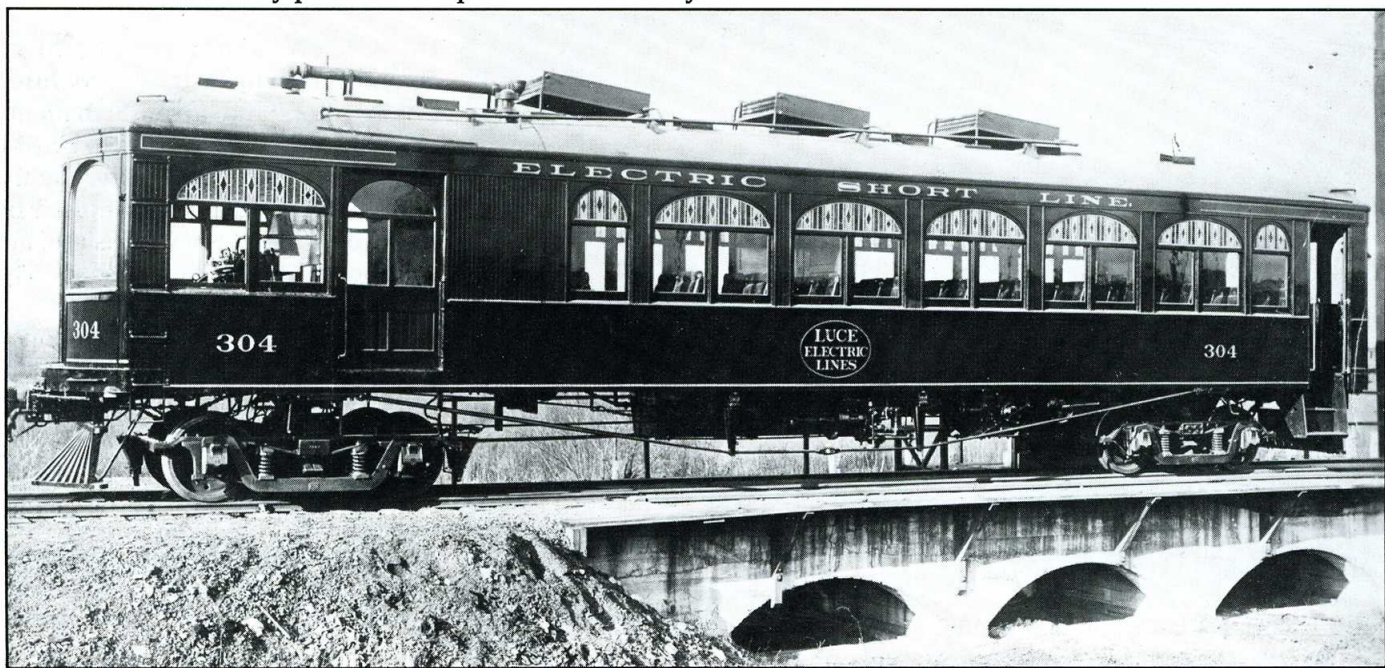
the C&NW depot restaurant in Rochester, where it was painted bright colors and given a diamond stack. Museum hours are Daily 1-5 PM, Memorial Day to Labor Day. By the way, the Tracy depot is still used by the Dakota Minnesota & Eastern, but is expected to be closed soon. The roundhouse is gone.

Most of the communities mentioned in this article cooperated to put out a 32 page booklet entitled **Rails Across the Prairie**. It gives an illustrated history of railroading in southwest Minnesota, and tells about the various restored sites. It is available for \$1.00 from any of them.



Above: GE gas electric #310 poses on the bridge over the Great Northern west of Long Lake, probably before 1920. The bridge is still there, part of the DNR owned Luce Line Trail. Minneapolis Public Library collection.

Below: Luce Line #304 was a rare Dracar. The American version of a gas-electric design developed in Europe around 1905, only nine were built by the Drake Railway Automotrice Co. of Chicago. #304 was delivered to the Missouri Oklahoma & Gulf in 1912 and sold to the Luce Line in 1913. Unlike most gas electrics, it would have looked right at home with a trolley pole. Minneapolis Public Library collection.



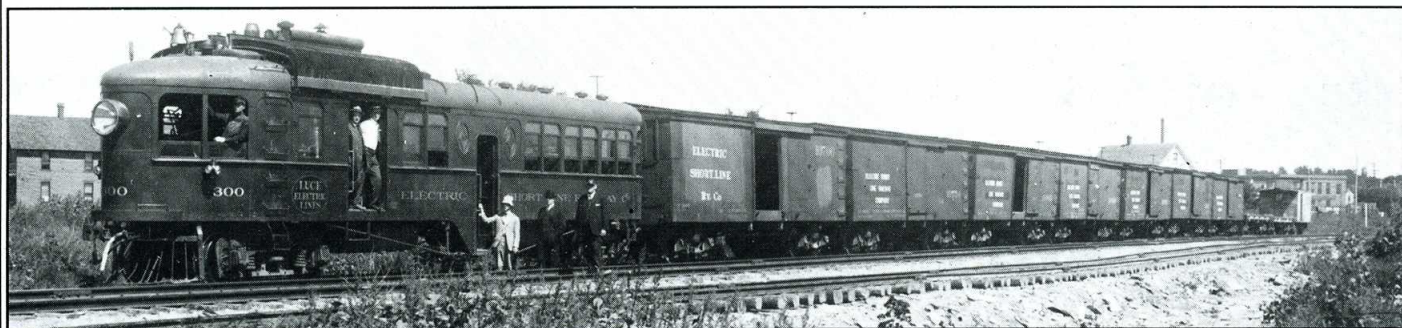


Top Left: Luce Line mogul #201 and caboose, probably during the 1930's. Avery Stubbs collection.

This is the first ESL train to reach Winsted in 1915. Neil Torsell collection.



Below: #300 started life in as GE's third gas electric demonstrator in 1909. It was rebuilt and sold to the Luce Line in 1912. This photo was probably made to show that it could double as a locomotive. The location is along Bassett's Creek near 2nd Ave. in north Minneapolis. This portion of line remains in service. Minneapolis Public Library collection.





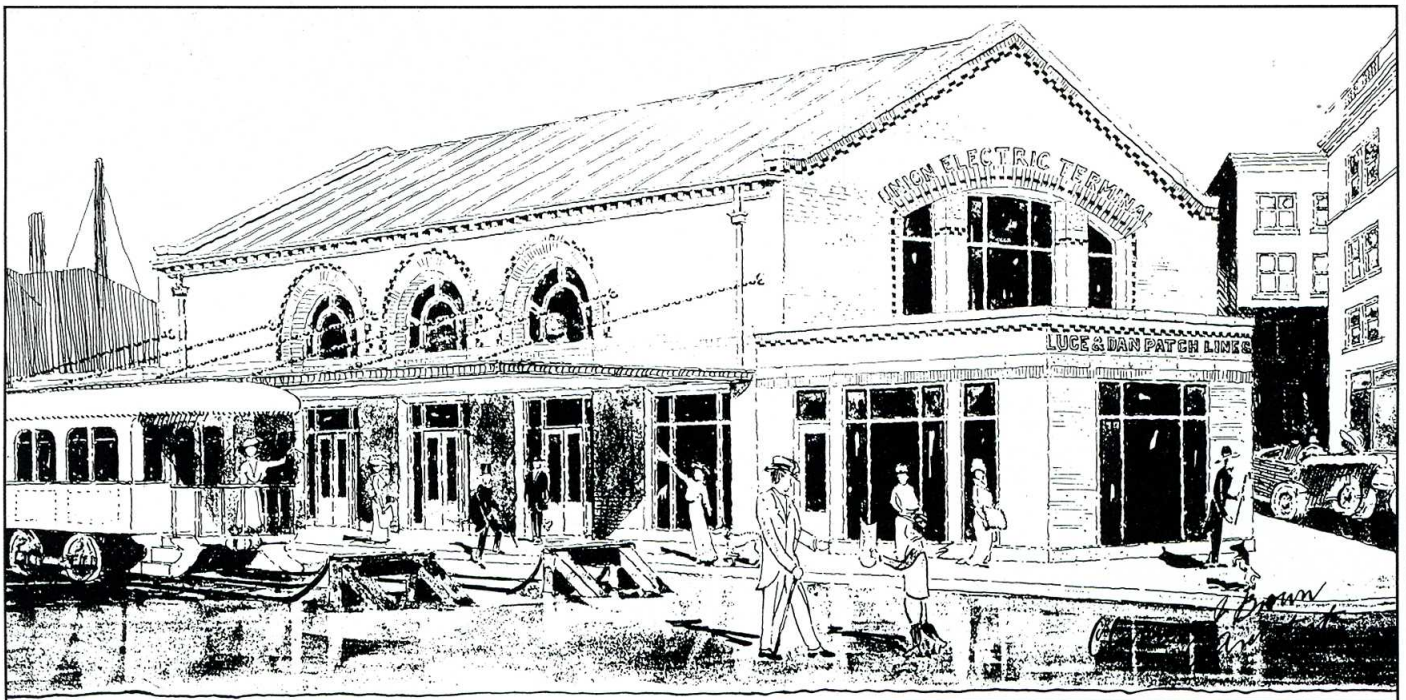
M. N. & S. RY.			M. W. RY.		
5	STATIONS	4	9	STATIONS	6
Daily Except Sun.		Daily Except Sun.	Daily Except Sun.		Daily Except Sun.
Leave P. M.		Arrive A. M.	Leave P. M.		Arrive A. M.
5:00	S. Minneapolis...	10:25	5:30	S. Minneapolis...	9:30
5:19	St. Louis Park...	10:07	5:58	Creelman...	9:01
5:22	Brookside...	10:03	6:01	Wayzata...	8:58
5:24	Warden...	10:01	6:09	Crystal Bay...	8:49
5:26	Perry...	9:59	6:13	Stubbs Bay...	8:46
5:27	Cahill...	9:58	6:17	Sunny Valley...	8:40
5:31	Bush Lake...	9:53	6:26	Lyndale...	8:31
5:35	Nesbitt...	9:50	6:44	S. Watertown...	8:13
5:37	Auto Club...	9:48	6:54	Hazelton...	8:04
5:42	Savage...	9:43	6:59	Ocean...	7:59
5:50	Whittier...	9:39	7:05	S. Winsted...	7:53
5:54	Orchard Gardens...	9:37	7:16	Sherman...	7:42
5:57	Orchard Lake...	9:34	7:25	S. Silver Lake...	7:33
5:59	Argonne...	9:31	7:34	Komensky...	7:25
6:04	Antlers Park...	9:26	7:45	S. Hutchinson...	7:15
6:07	S. Lakeville...	9:24	7:55	Acoma...	7:05
6:12	Livingston...	9:18	8:03	Cedar Mills...	6:57
6:15	Eureka Center...	9:16	8:11	Corvuso...	6:48
6:18	Christiania...	9:13	8:21	S. Cosmos...	6:38
6:20	Greenvale...	9:10	8:29	Thorp...	6:29
6:22	Manhart...	9:08	8:40	S. Lake Lillian...	6:20
6:30	S. Northfield...	9:00	8:54	S. Blomkest...	6:06
			9:03	Roseland...	5:57
			9:13	S. Prinsburg...	5:47
			9:25	Pierson...	5:36
			9:36	S. Clara City...	5:24
			9:50	S. Gluek...	5:10
P. M. Arrive		A. M. Leave	P. M. Arrive		A. M. Leave

Light face type indicates A. M.; Dark Face type indicates P. M. Trains stop on signal at all stations where time is shown. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

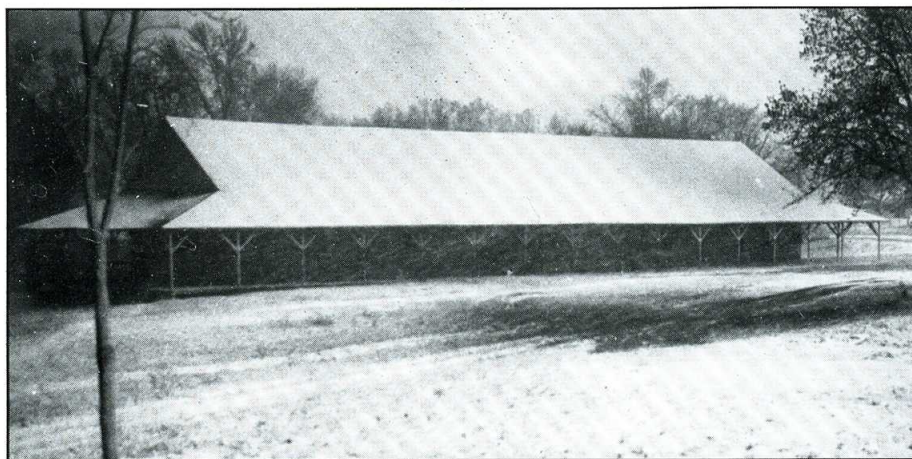
Above: This is the 1934 joint timetable of the Minnesota Western and the Minneapolis, Northfield & Southern. MTM collection.

Below: The Luce Line, Dan Patch Line and the Minneapolis Anoka & Cuyuna Range terminated at the Union Electric Terminal at 7th St. and 2nd Ave. N. in Minneapolis. This is a drawing by the architect, Clarence J. Brown. Minneapolis Public Library collection.





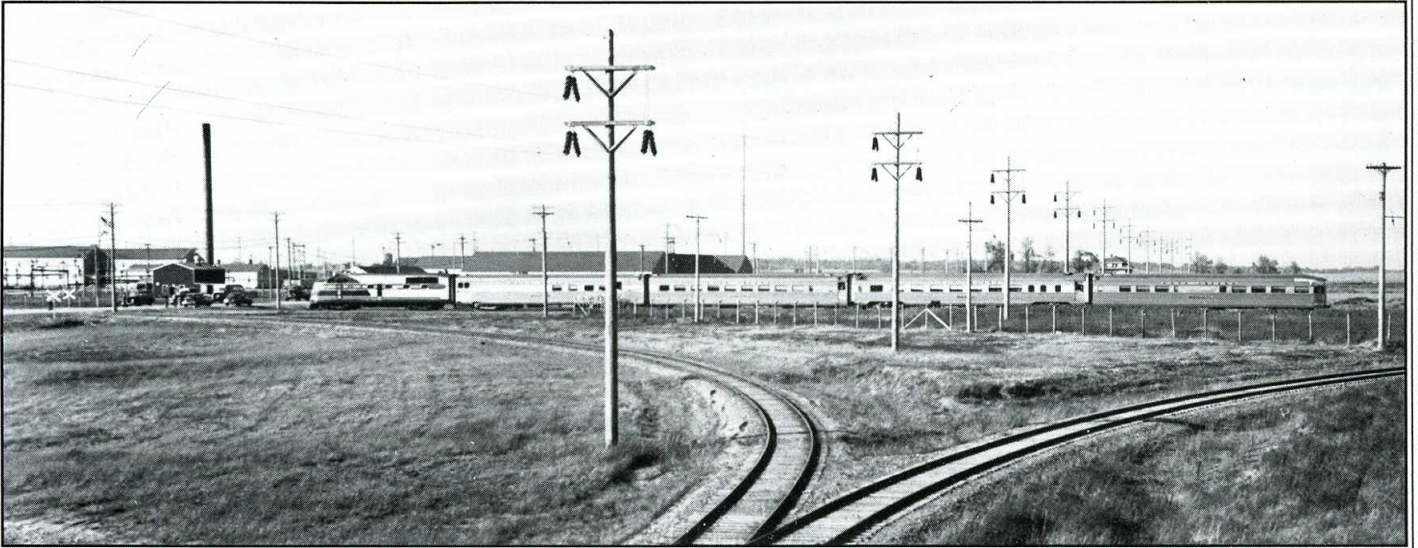
Right: A Luce Line picnic pavilion was constructed on Lake Minnetonka at Stubb's Bay, shown here in 1936. Avery Stubbs collection.



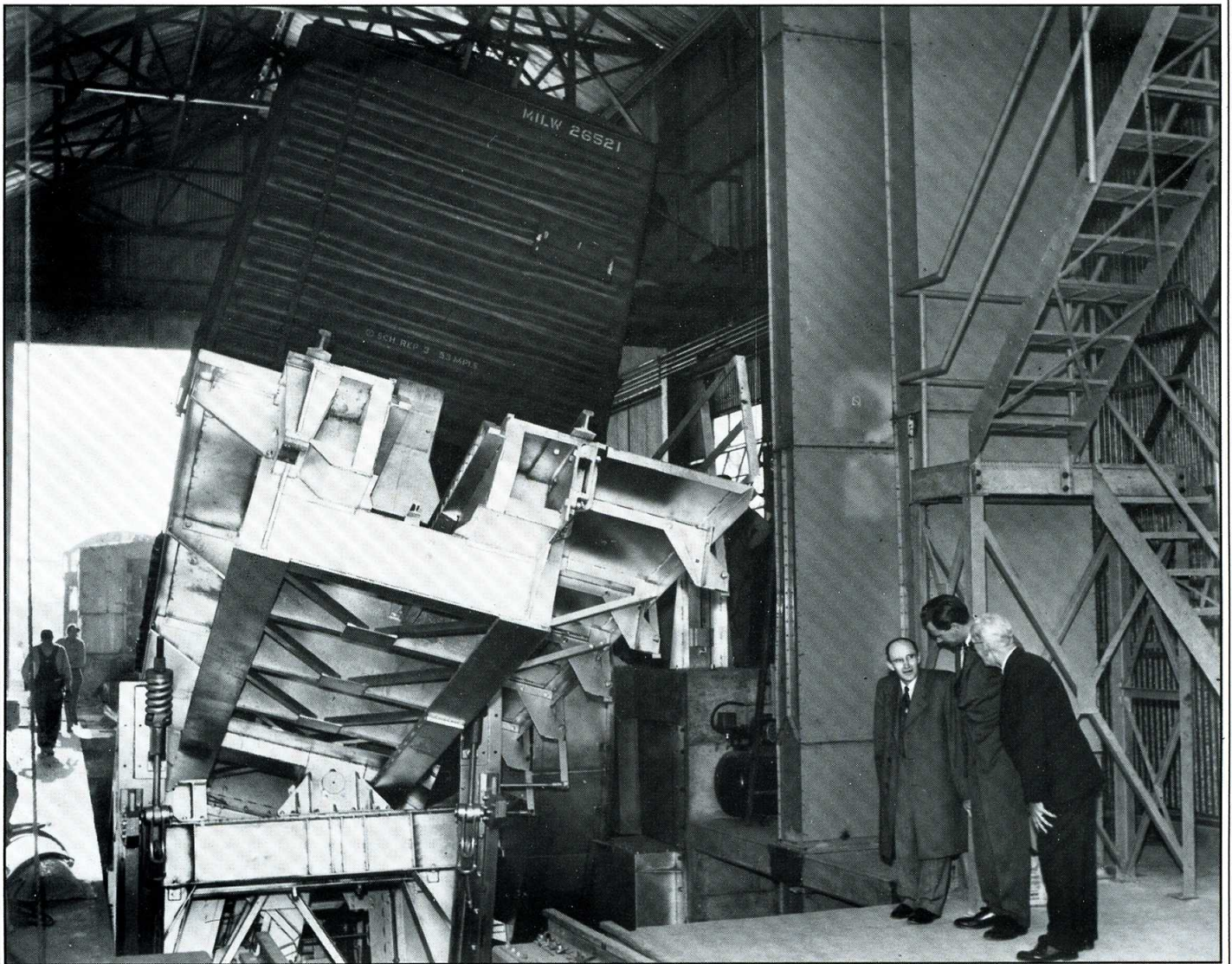
ESL 2-6-0 #6 was bought used from the Northern Pacific and powered construction trains. Here it stands on the Crow River bridge at Watertown. Neil Torssel collection.

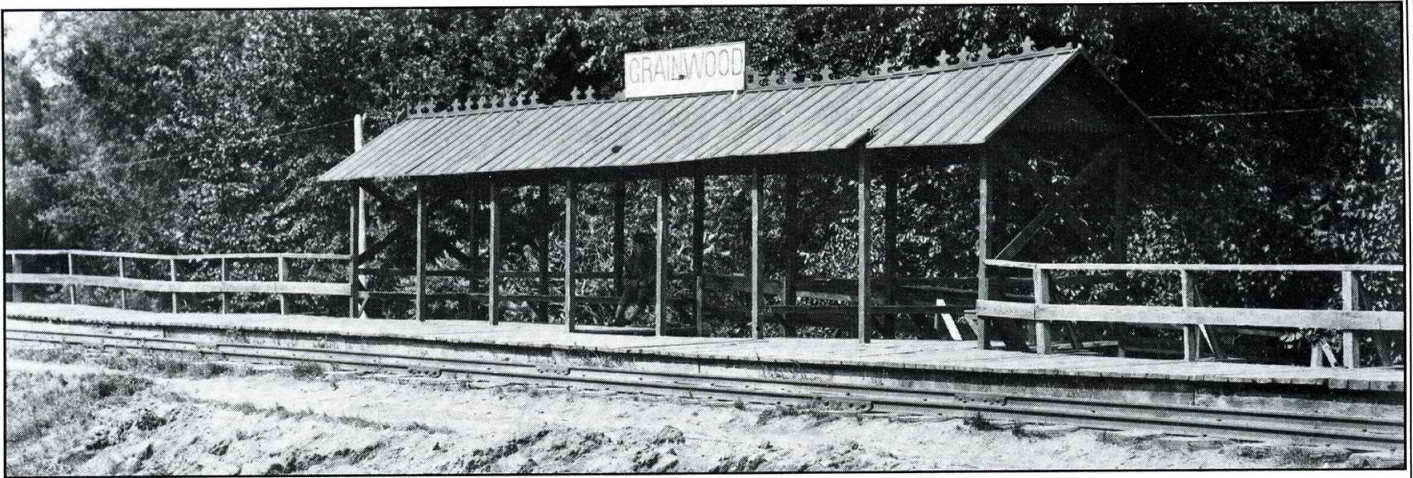
The Minnesota Western's Stubb's Bay depot north of Lake Minnetonka was rebuilt from an old wood boxcar. Originally used as the Blomkest depot, it was moved here in 1949. Avery Stubbs collection.





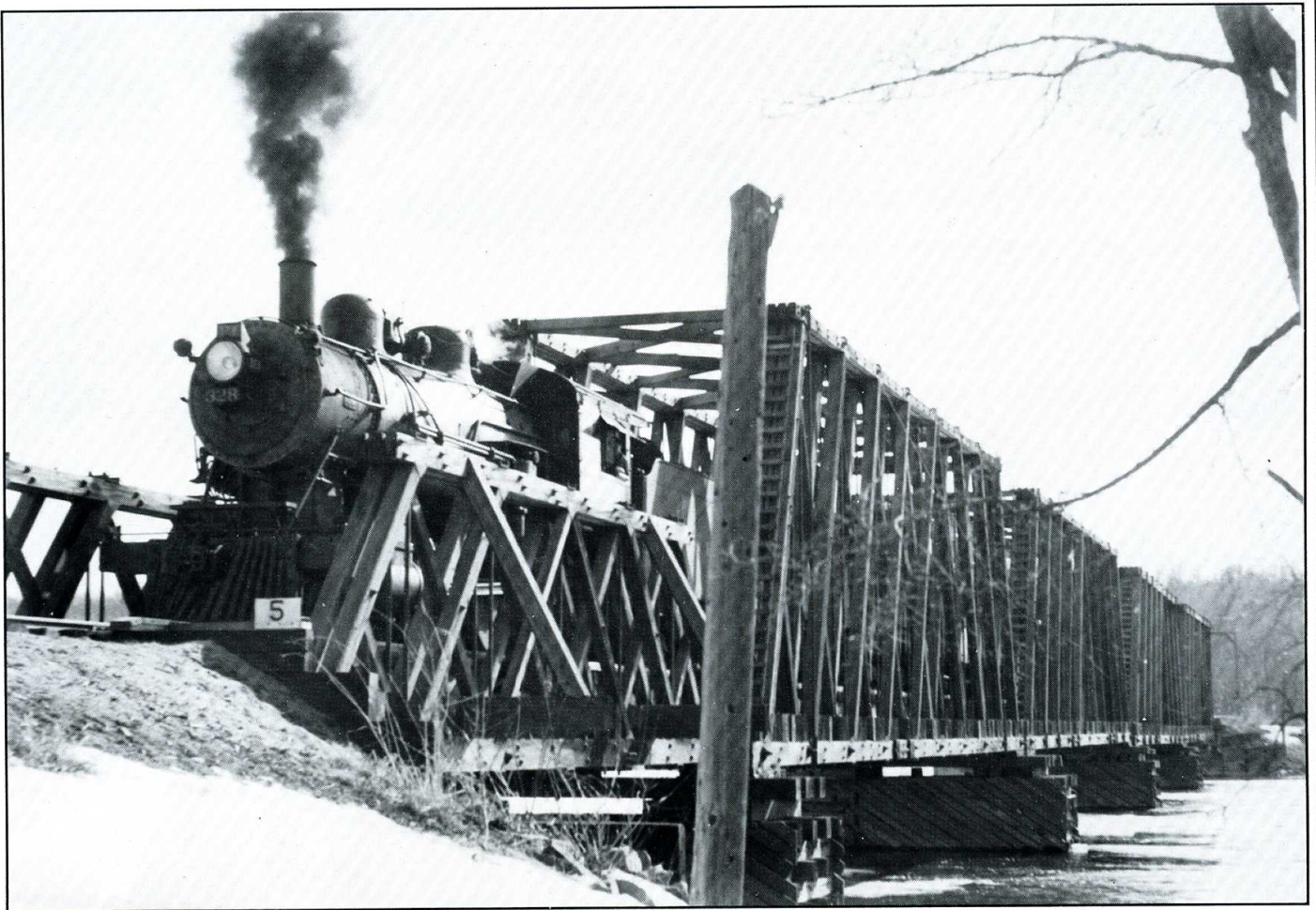
Above: The Gopher Ordnance Works was built during World War II just east of Rosemount. It featured a new railroad that ran straight east-west, interchanging with the Rock Island and Milwaukee Road at Rosemount and the Chicago Great Western at Coates. In 1943 it came in handy as a detour route around a derailment. The St. Paul bound Rocket is shown here passing the administration area. Minnesota Historical Society collection.





Above: **OBSCURE DEPOTS ON PARADE.** Grainwood was a stop on the Milwaukee Road just west of Prior Lake, next to the channel between the two halves of the lake. Presumably it handled resort traffic. The photo is circa 1910. There is still a street called Grainwood at the site. Minnesota Historical Society collection.

Below: #328 covered the Taylors Falls and Grantsburg, WI branches each day. The latter was rarely photographed. This April 1950 view shows the unusual wooden through truss bridge over the St. Croix. R.V. Nixon photo.

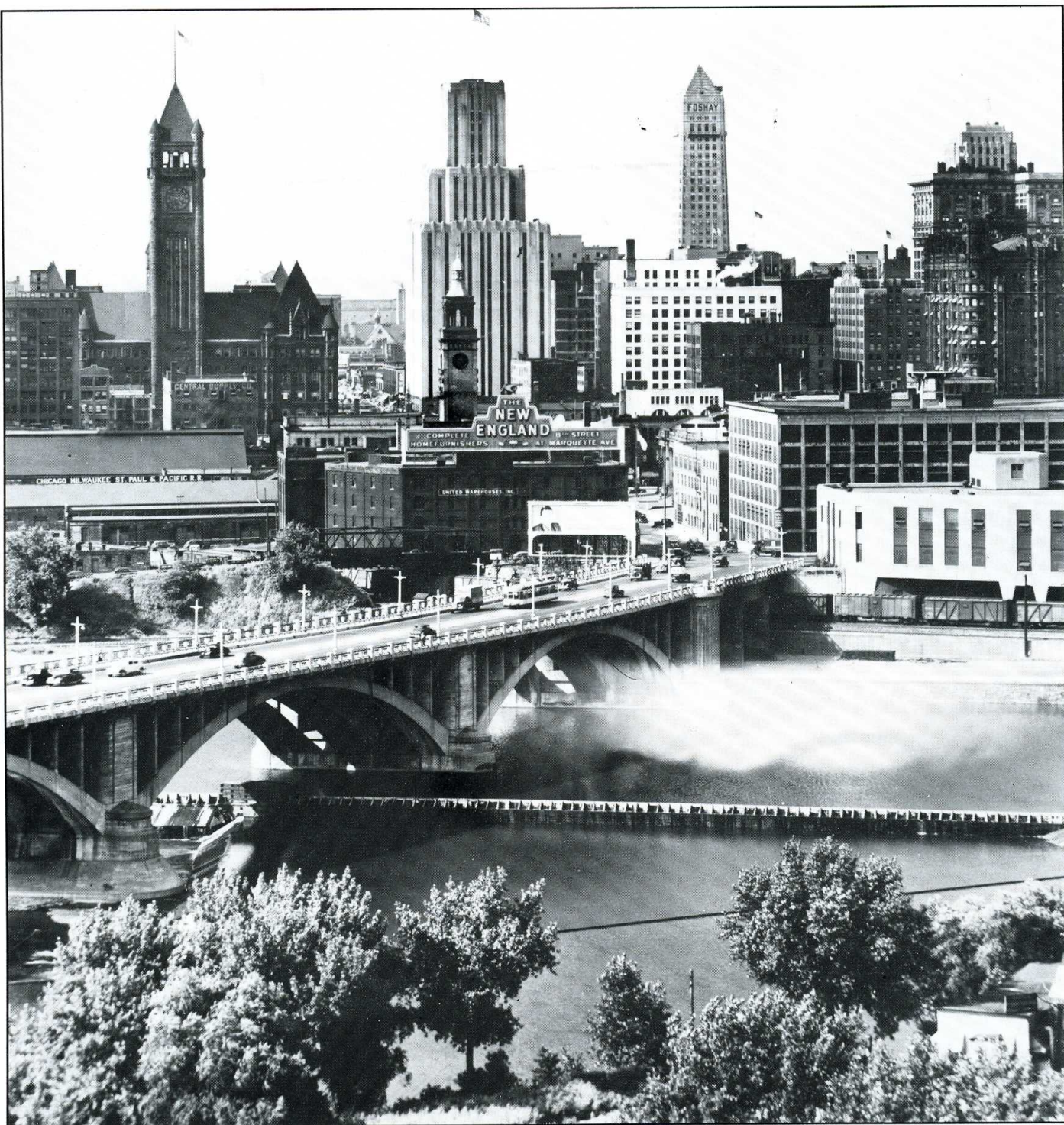


Left: For a ridiculously long time, the railroads refused to grasp the concept of loading grain into the top of a rail car and pouring it out the bottom. Instead, they put it in boxcars, and came up with devices like this to get the grain out. In this 1955 scene at the Farmers Union - GTA elevator at Chestnut Street in St. Paul, the officials are congratulating themselves for improving productivity. The elevator was torn down this year. Minnesota Historical Society collection.



Above: Early in the century, a Soo Line train behind Pacific #722 appears to be charging through Osceola, WI without stopping. Note the wooden depot, replaced by the brick and stone building that still stands. MTM collection.

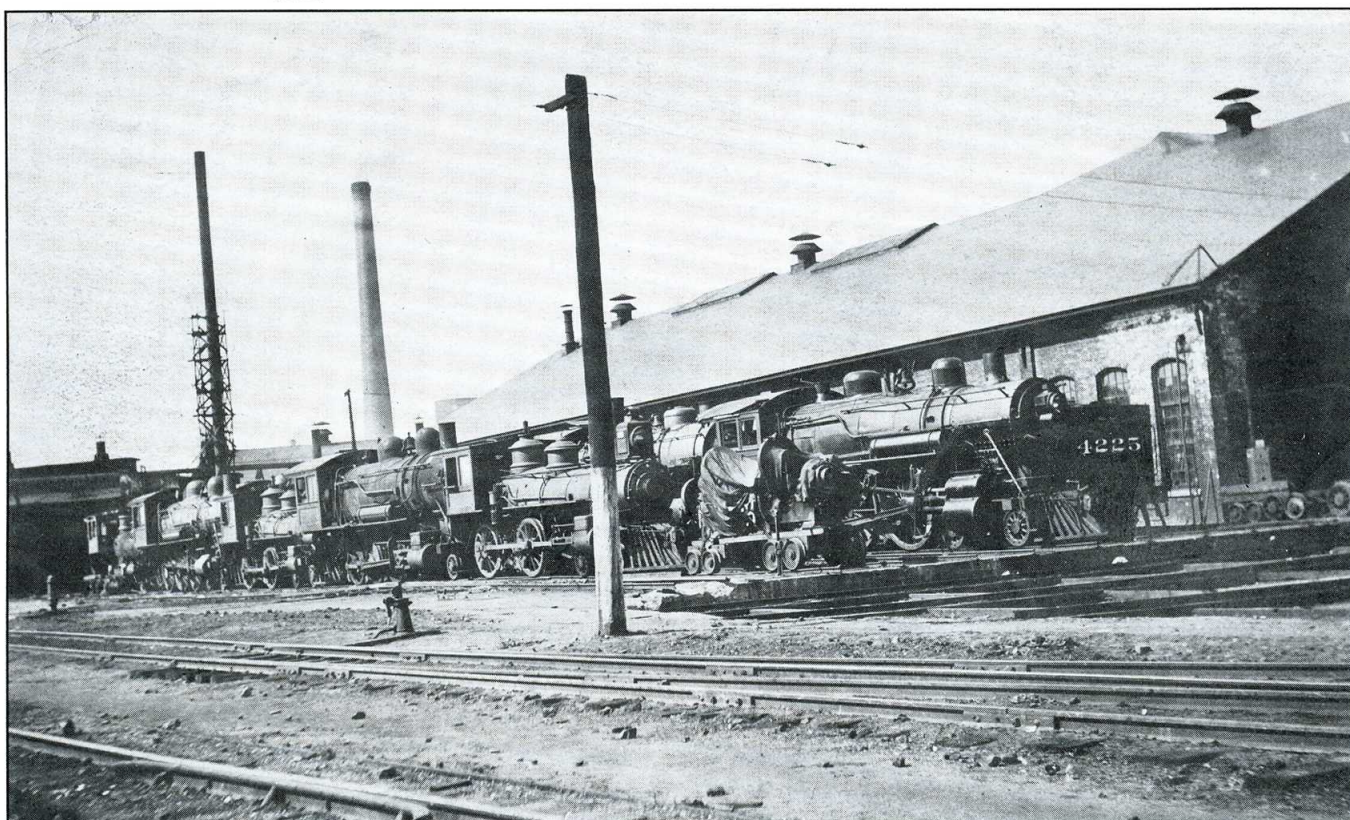




Above: This is the the Mill City sometime in the late 1940's. A TCRT lightweight crosses the 3rd Ave. bridge. Note that the Milwaukee Depot still sports its cupola, and the Foshay Tower still tops 'em all. Minneapolis Public Library.

Left: Must every photo of tracks have a train or streetcar in it? The Editor sympathizes with those who believe so, but periodically finds a track shot that holds its own. This view shows 7th Street and 1st Ave. N. in Minneapolis in 1938. Those are Yellow highway coaches, plus a Yellow belonging to Twin City Motor Bus. The Greyhound depot still exists as the First Avenue night club. Charles Howson Studios photo for Northland Greyhound. MTM collection.





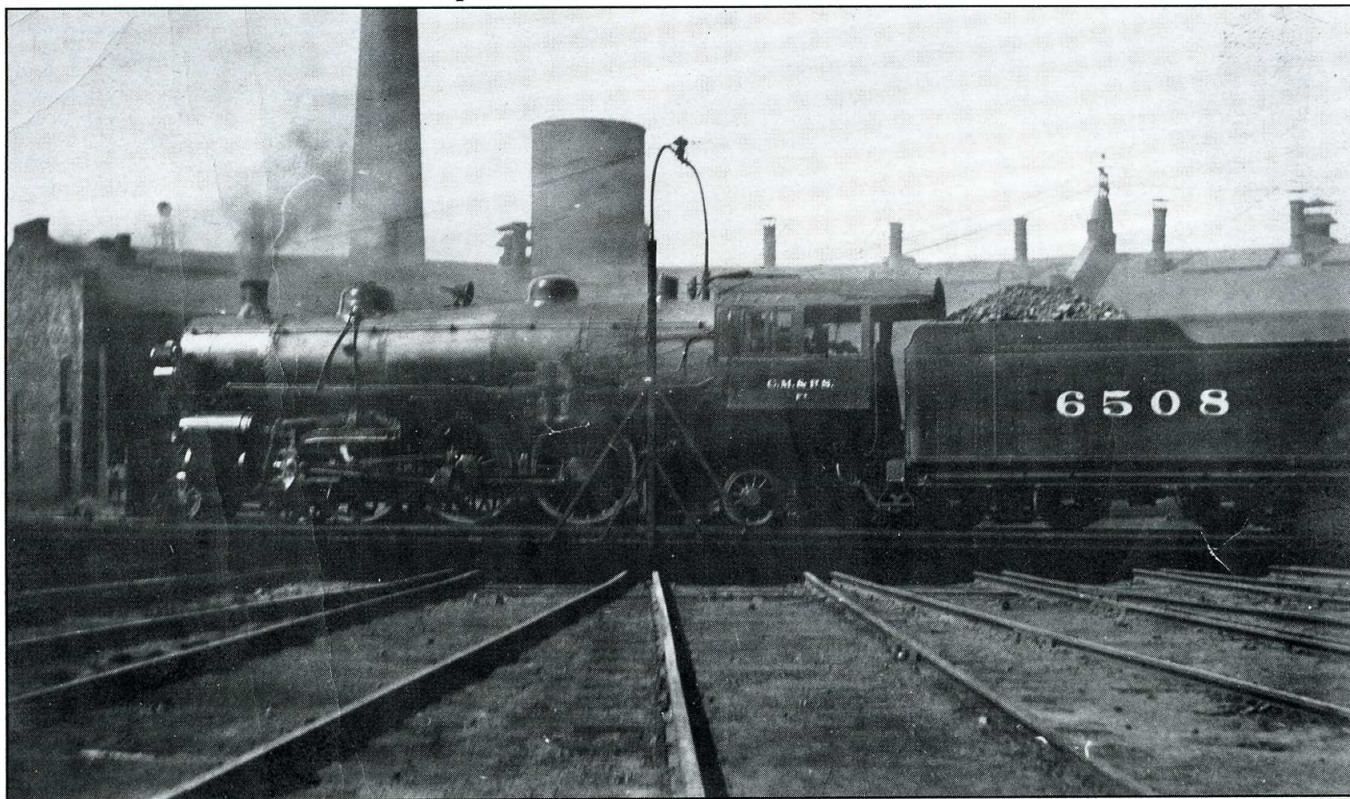
These four pictures show life around the South Minneapolis yards and shops of the Milwaukee Road. Basically uncaptioned, they appear to be from the 1930's. All Paul Joyce Collection.

Top Left - A 2-6-2 and ten wheeler start up an eastbound string of stock cars.

Bottom Left - Switcher #1174 backs through the yard.

Above - All manner of ancient power sits in the dead line at the shops at 28th & Hiawatha.

Below - Pacific #6508 takes a spin.





Top Left: A lanky NP Atlantic with enormous trailing truck wheels pulls away from the McGregor depot in this old discolored photo. MTM collection.

Top Right: In June 1953, an MRA excursion behind 4-6-2 #1723 sits at the GN depot in Hutchinson. Norm Podas photo.





Below Left/Right: There's action aplenty at the St. Paul Union Depot on the morning of Sept. 29, 1948. Below Left - The Milwaukee's Morning Hiawatha is set to go behind the railroad's first E-units. NP 2-6-2 #1554 switches on the next track. In back are Soo and NP Pacifics. St. Paul Pioneer Press-Dispatch photos, Minnesota Historical Society collection. Below Right - Behind an E7/E5 combination, the overnight CB&Q Black Hawk from Chicago is unloading next to the eastbound Morning Zephyr, which sports new domes. A GN switcher putters in the background. SPUD's own 44-tonner is barely visible behind the third dome.





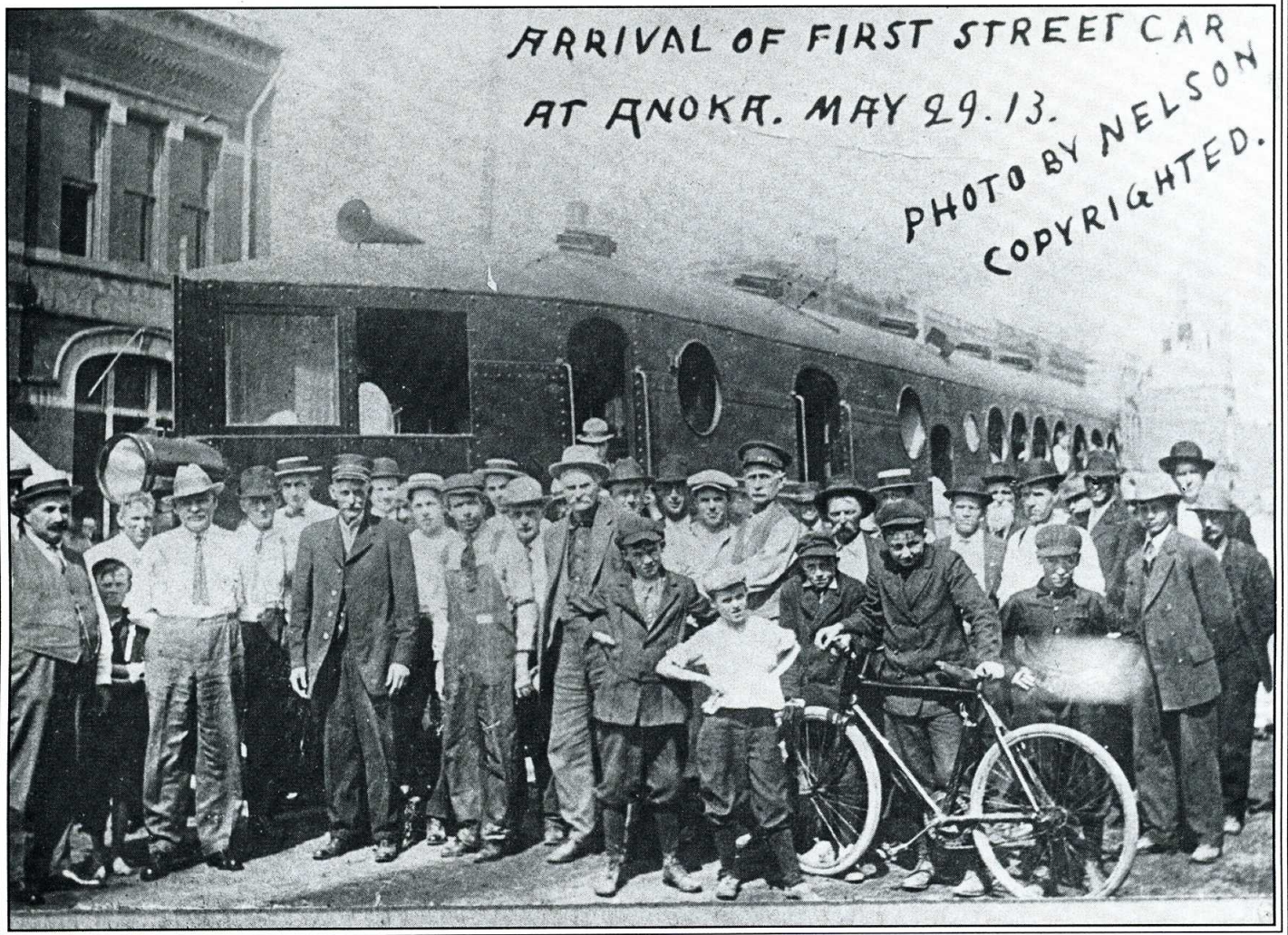
Top Left: Stocky Great Northern switchers coal up at Minneapolis Junction in May 1947. Neil Torssel photo.

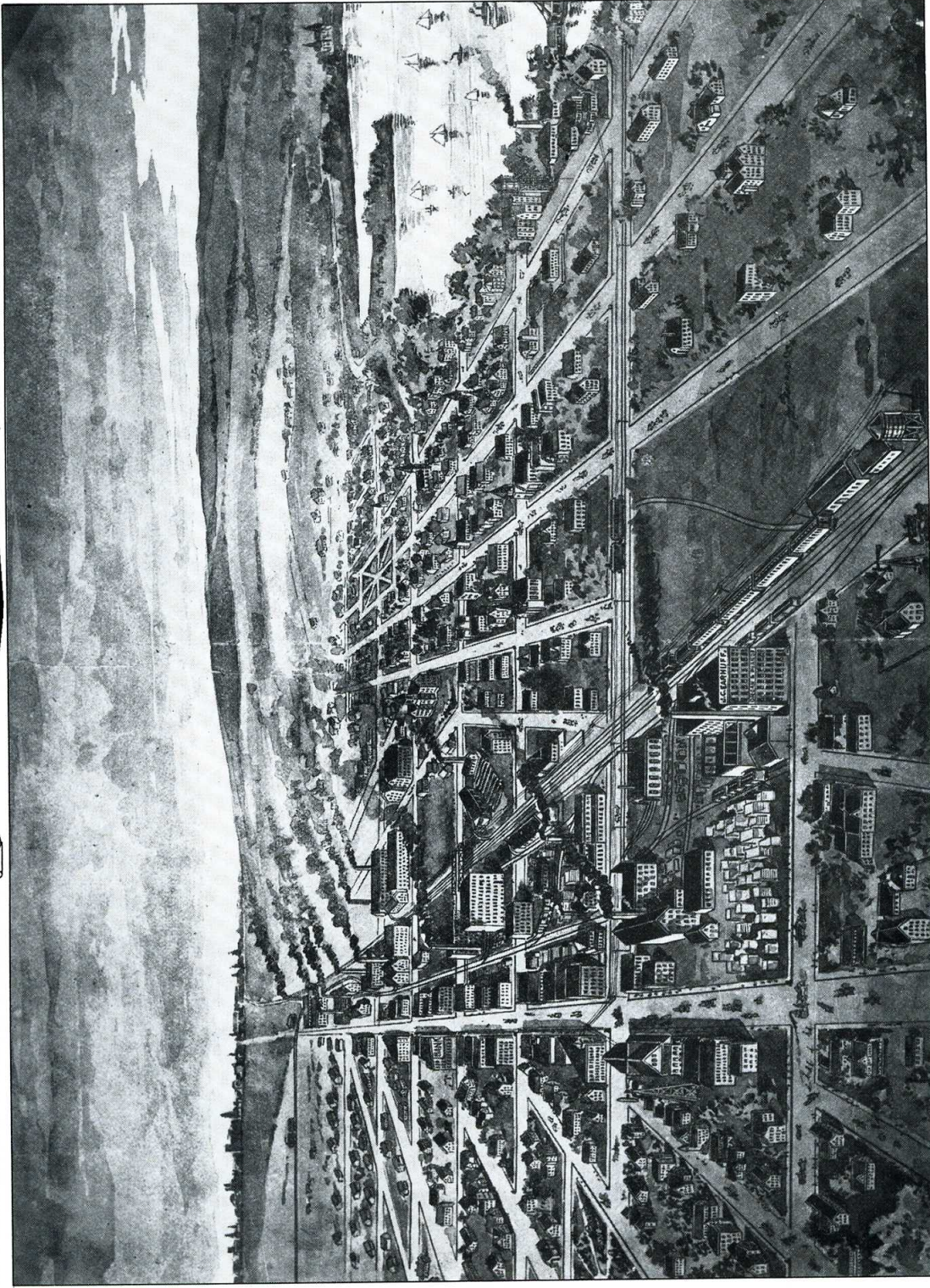
Top Right: The University of Minnesota's freight motor picks up a carload of coal at the Minnesota Transfer interchange for delivery to the St. Paul campus powerhouse. Norm Podas photo.





Below and Left: The Editor must sometimes choose between photo quality and content. Here is a good example. This admittedly muddy shot shows the two McKeen cars of the short lived Minneapolis & Northern. From 1913 to 1915 they ran from Anoka to a Twin City Lines connection in northeast Minneapolis. The little pike went bankrupt and was succeeded and electrified by the Minneapolis, Anoka & Cuyuna Range, which offered through service to downtown. Both pictures show the opening day of service on Main Street in Anoka. Anoka County Historical Society collection.



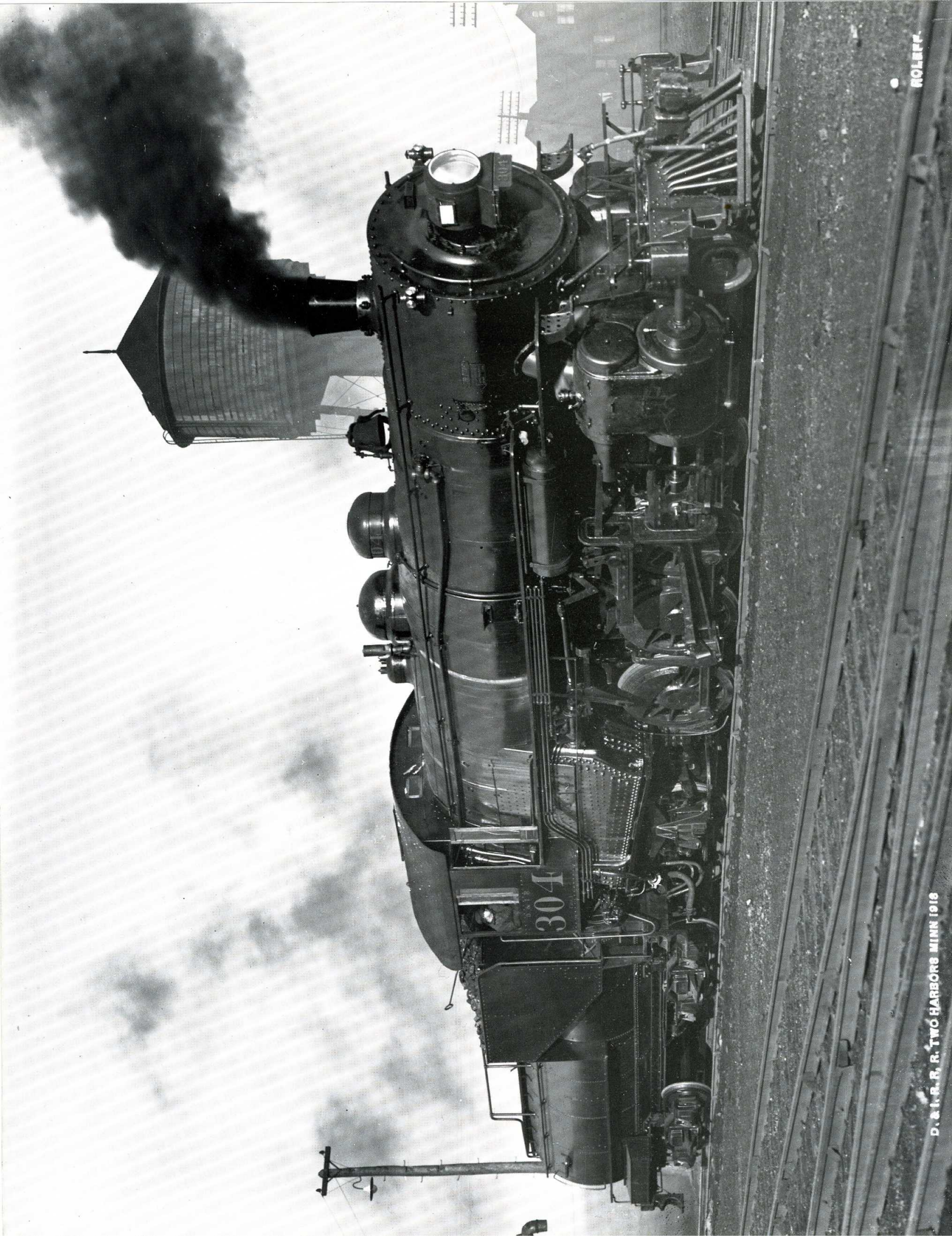


This bird's eye view shows North St. Paul about 1890. Besides the Wisconsin Central, which runs from the bottom of the picture, it accurately depicts the St. Paul & White Bear steam dummy line that was standard gauges and electrified in 1892. It became part of TCRT in 1898. Minnesota Historical Society collection.

Inside rear cover - Looking like someone's HO gauge model, the brand new Erie Mining Co. railroad loops into Taconite Harbor, on Lake Superior's north shore. Note the quintet of F9's leading an ore train over the unloading trestle, as a laker awaits its quota of pellets. Hard to believe that 35 years have passed since this 1955 view. Minnesota Historical Society collection.

Rear cover - This is about as clean and pretty as a big freight hog can get. Duluth & Iron Range 2-8-2 #304 steams in the Two Harbors yard in 1913. William Roloff photo, Minnesota Historical Society collection.





D. & H. R. R. TWO HARBORS MINN 1918



MINNESOTA STREETCAR MUSEUM

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www.TrolleyRide.org

August 2021

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